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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 11 September 1951

SUBJECT Production Quotas for the Berlin-Grunewald,
Potsdam, and Berlin-Schoeneweide Railroad
Repair Shops

NO. OF PAGES 3

PLACE 25X1A
ACQUIRED [REDACTED]NO. OF ENCLS.
(LISTED BELOW)DATE OF Year of 1951
INFO.SUPPLEMENT TO
REPORT NO.

25X1X

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1. Figures on production quotas for the Berlin-Grunewald railroad repair shop for 1951 were as follows:

- a. Prescribed production quota, including costs and man hour requirements:

Category	Number of railroad cars to be repaired or disassembled	Cost per car in eastmarks	Work hours required per car
G 2	1,392	571	90
G 4	849	1,535	180
G 5	494	3,182	360
Total G	2,735	3,669,955	455,940
Disassembly of cars	250		31,500 (126 hours per car)
Yearly bonus of 960 DM per apprentice for 100 apprentices			
		96,000	
Grand total		3,765,955	487,440

- b. Production quota the value of which may be used for investment purposes (nicht beauftragte Produktion (Invest.))

Category	Number of railroad cars to be repaired or disassembled	Cost per car in eastmarks	Work hours required per car
G 2	645	380	100
G 4	160	1,120	200
G 5	35	3,000	600
Total G	840	529,300	117,500
Grand total, including services rendered to other railroad district (for example, Halle and Dresden):			
		810,800	172,000

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2. The 1951 production quota figures for the Potsdam railroad repair shop were as follows:

a. Prescribed production quota :

Category	Numbers of railroad cars to be repaired or disassembled	Cost per car in eastmarks	Work hour required per car
G 2	1,150	492	110
	350	429	90
G 4	700	1,455	210
	200	1,277	180
G 5	500	2,977	420
	200	2,610	360
Total G	3,100	4,000,350	623,000
Disassembly of cars	350		44,100
Yearly bonus of 960 DM per apprentice for 200 apprentices		192,000	
Grand total		4,192,350	667,100

b. Production quota the value of which may be used for investment purposes:

Category	Number of railroad cars to be repaired or disassembled	Cost per car in eastmarks	Work hours required per car
G 2	735	380	100
G 4	181	1,120	200
G 5	150	3,000	600
Total G	1,066	932,020	199,700
Grand total, including services rendered to other railroad districts (for instance, Halle and Dresden):		982,716	209,700

3. The 1951 production quota figures for the Berlin-Schoeneweide railroad repair shop were as follows:

a. Prescribed production quota:

Category	Number of railroad cars to be repaired or disassembled	Cost per car in eastmarks	Work hours required per car
ET 0	60	3,782	1,123
EB 0	60	2,161	720
ET 2	300	9,186	2,300
EB 2	300	5,079	1,189
ET 3	96	13,509	3,100
EB 3	96	7,565	1,858
ET 4	114	15,130	3,800
EB 4	114	8,108	2,110
Total	1,200	10,005,456	2,484,288
Rail coach motors (3,000 DM per motor)	200	600,000	152,000 (760 hours per motor)

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Special repair work	1,200,000	300,000	
300,000 DM yearly bonus for apprentices	336,000		
Grand total	12,141,456	1,936,288	As received
		2,936,288	Corrected total

b. Production quota the value of which may be used for investment purposes:

Category	Number of railroad cars to be repaired or disassembled	Cost per car in eastmarks	Work hours required per car
ET 4	25	70,000	12,000
EB 4	25	30,000	7,000
ET 4	25	40,000	7,500
EB 4	25	20,000	4,400
Total	100	4,000,000	As rec. 775,000
Grand total, including services rendered to other railroad districts (i.e., to Halle and Dresden)		5,290,000	1,050,000
			As received
			*
			1,027,500 Alternate total

Note: Explanation of abbreviations.

G stands for freight car, index number 2 to 5 indicating the various echelons of repair work to be performed.

ET stands for Eisenbahntriebwagen (motor rail coach), EB for Eisenbahnbeiwagen, i.e. a car coupled to a motor rail coach. Index figures 0 to 5 indicate the various echelons of repair.

25X1A* Comment. The Berlin-Grünwald railroad repair shop specializes in the repair of freight cars and has a work force of 558. The Potsdam railroad repair shop, which specialized in the repair of freight cars, had a work force of 777. The Berlin-Schoenweide railroad repair shop specialized on the repair of motor rail coaches as used by the Berlin interurban railroad system and had a work force of 1,343.

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